THE PENNSYLVANIA REPORT

Figures Showing Details of Operations of the Lines East of Pittsburg.

The New Shops of the T., St. L. & K. C. at Frankfort-The Alton Preparing to Fight Its Foes--Personal and General Notes.

The annual report of General Manager Charles E. Pugh, of the Pennsylvania railroad, for the year ending Dec. 31, 1890, just issned, furnishes a great mass of important detail. The report covers the operations not only of the main line, between Philadelphia and Pittsburg, but those of the united railroads of New Jersey, the Philadelphia & Erie division, and the Delaware & Raritan canal. In reviewing the report, all reference to earnings and expenses is omitted, the statistics covering those items having been made public some time ago. During the year 20,066,268 passengers of all kinds were carried over the line between Philadelphia and Pittsburg, being an increase over 1889 of 2,260,861, 12.74 per cent. Between the same points there were moved of all kinds of freight 87,907,319 tons. being an increase of 5,499,121, or 16.97 per cent. Through oil shipments eastward decreased 403,837. The oil shipments to local points, however, largely in-creased. The coal and coke shipments com-bined show an increase of 2,988,035 tons, or

There were 162 miles of new single track added by the extension of branch roads and sidings and by extension of second, third and fourth tracks. The total number of miles of single track now in use on the Pensylvania road division, including sid-ings, branches owned and leased and branch sidings, was 3,170.

On the united railroads of New Jersey ing an increase of 1,099,212. Of freight of and Raritan canal there was on freight tonnage a decrease of 66,601 tons. Over the Philadelphia & Erie division there was an increase of 254,416 passengers. Of freight there was an increase of 1,524,735 tons.

The entire rolling stock of the Pennsylvania railread division, united railroads of New Jersey and Philadeiphia & Erie division on Dec. 31, 1890, comprised 1,572 locomotives, 997 being on the first-named division. The passenger equipment comprises 1,040 passenger coaches, 99 excursion cars, 118 baggage, 102 express, 6 dining, 15 parlor, 70 emigrant-cars and 34 postal-cars—in all 1,484. The freight equipment comprises 31,-668 cars. In addition to this freight equipment there are in service on the lines 35,170 freight cars owned by individuals and companies, including 5,595 Pennsylvania Car Trust, 9,437 Pennsylvania Equipment Trust, 3,120 Equipment Trust bond, 8,815 Union and National line and 1,950 Union line "cooperative" cars. The entire rolling stock of the Pennsyl-

operative" cars.

In conclusion, General Manager Pugh says: "The operations of the employes' voluntary relief department continue to be very successful. Out of a grand total of \$680,720,97 there were paid to families of employes in death benefits and for sickness and accidents the sum of \$466,294.01 and for operating expenses \$69,838.01, leaving a balance of \$144,588.85, from which should be deducted \$22,194.89 to cover the amount of outstanding and unadjusted claims, leaving a net balance of \$122,488.96."

The Alton and Special Rates. The Western roads are confronted with fresh problems almost every day as a consequence of the boycott against the Chicago & Alton. The latest snag encountered in their efforts to keep intact the agreement of the Western Passenger Association is a refusal on the part of the Alton to assent to the making of special rates, on the certificate plan, to future meetings and conventions at points in the territory of the Central Traffic or Trunk-line associations. It is customary to make a rate of ope fare and one-third for the round trip the occasion of any large gathering, passengers to be furnished with certificates for the return | trip. General Passenger Agent Charlton has notified Chairman Finley that the Alton will only agree to such reduction in rates while the boycott against that road is in effect on condition that there shall be no interchange of certificates between the Eastern and Westply only to and from association gateways, compelling the use of individual certificates. Any other course, Mr. Charlton says, would not give his company that equality in competition with the other lines in the Western Passenger Associahave, as the Eastern roads have refused to exchange business with the Alton. He will vote in favor of the special rates, provided the certificates of the Central Traffic and Trunk-line associations shall not be honored by the Western lines and the cer-tificates of the Western Passenger Associa-tion shall not be honored by Eastern con-

Chairman Finley has called a special meeting of the association for Friday to consider the matter, not being willing to decide it himself, as it involves a suspension of one of the rules of the association. The Western roads are placed in a dilemma by this declaration from the Alton. They must either lend that company their aid by acceding to its demand, or accept the inevitable consequence of a big reduction in rates by the Alton from Kansas City to St.

Louis and Chicago.

Advices received at the Alton headquarters to-day are to the effect that the Boston & Albany will probably withdraw its circular, by which its agents were instructed to discontinue the sale of Alton tickets. It is also said that the Big Four has experi-enced a change of heart and will resume friendly relations with the Alton within a week. The officials of the latter road insist that through passenger business has ma-terially increased in volume since the boycott went into effect.

The New Shops of the T., St. L. & K. C. A large force of men is at work in the erection of the new shops of the Toledo, St. Louis & Kansas City, at Frankfort, Ind., which are to be the main shops of the line. It is expected they will be completed and equipped with machinery by July 1, 1891. They are all constructed of brick, resting on stone foundations, and will have slate roofs. A round-house, which will hold twelve locomotives, is already completed. The machine and blacksmith shop is 315 feet long by 50 wide; the wood-working shop 275 feet long by 80 feet wide; the storage building 80 feet long by 32 wide; the age building 52 feet long by 32 wide; the office building 52 feet long by 32 feet wide and two stories high. The company has bought eleven acres of ground additional to their old yards, including a width of 250 feet running parallel with their old ground. When the tracks are relaid and the system of tracks perfected this company will have as large and convenient yards as most reads of the country. Frankfort has become the most important division point on the road. C. N. Pratt, general superintendent, makes his headquarters there, and has just moved into a new suit of rooms in has just moved into a new suit of rooms in the Miefeil Block. Mr. Pratt is making an excellent record on the road. He is an old Wabash man, but more recently of the Union Pacific, from which he was brought by President Calloway. The company now has sixty-five first-class locomotives and will add ten more, probably, this year. The business of the road is steadily increasing, and an impression prevails that the T., St.

L. & K. C. has got over its hard places.

Frankfort is becoming quite a railroad center, four roads passing through the city, twenty passenger trains arriving and departing daily. It has been made a division point with the American Express Company, nine of its messengers stopping there.

Rates Reduced by the Canadian Pacific. The Canadian Pacific has issued a tariff greatly reducing merchandise rates from New York to St. Paul and Minneapolis.
The new rates are as follows: First class, \$1.09, reduced from \$1.20; second class, 91 cents, reduced from \$1.08; third class, 73 cents, reduced from 81; fourth class, 40 cents, reduced from 54; fifth class, 40 cents, reduced from 45; sixth class, 59 cents, reduced from 54; fifth class, 59 cents, reduced from 54; fifth class, 59 cents, reduced from 54; fifth class, 40 cents cents, reduced from \$1.08; third class, 73

duced from 40. The tariff will become effective to-day. No previous notice was given to the other roads that such a reductions, while last year the works which built the was contemplated. The Canadian Pathe engines built them on specifications of cific people participated in the conference held in New York March 19, and agreed to the \$1.20 scale from New York to St. Paul against \$1.30 by way of Chicago. No trouble had been looked for from that quarter. The other roads had all issued their tariffs on the agreed basis which went into effect April 15. The Canadian Pacific reduced rates sapply on all-rail business and are lower than the agreed lake and rail rates by way of Chicago, which are on the basis of \$1.11. New York to St. Paul. The lines operating between Chicago and St. Paul will now be compelled to choose between the two alternatives of meeting the Canadian Pacific's action or abandoning the through business from the seaboard to Northwestern points.

The Big Four Improvements at Linudale. The Cleveland Leader of yesterday says: "Engineer Kittridge, of the Big Four, left for Indianapolis on train No. 5 yesterday, after having spent a few days at Linndale superintending the commencement of the work preparatory to placing the yards and shops of the Big Four there next summer. The company some time ago purchased about one hundred acres of ground there, and it is proposed to make of Linndale a second Brightwood. The village is four and one-half miles out of Cleveland and the site of the new yards and shops seems to offer the best facilities for handling freight. Work of this character is necessa-rily slow, but it is expected to have the yards in shape for use by midsummer, at which time it is also anticipated that the three divisions of the road will be changed to two. The work at Bellefontaine. the new division point, is well under way. A set of gravity switches is being arranged there and there is sufficient ground there to allow of plenty of room for freight business. The city of Springfield, O., made a vigorous effort to secure the shops, but President Ingalls was firm and the main shops will be located at Indianapolis with secondary shops at Bellefontaine.

Arranging to Meet the Issue. The eyes of railread men and of the traveling public generally are turned toward the Chicago & Alton, and next week, unless the boycott of the road is withdrawn, there will be lively times, says one of the C. & A. representatives. Men have already been selected to open independent agencies at many of the prominent Eastern railroad centers, and such rates will be offered as will draw the business. The fact that ticket-agents, ticketscalpers, the press generally, and the public is with the boycotted road, is of great advantage to the Chicago & Alton. As yet the rates from Indianapolis to Kansas City are off but \$2, but it is expected that a \$10, if not a lower rate, will be made after Monday next, unless matters are adjusted, as the Chicago & Alton people are just beginning to feel that they have an ugly fight on hand, and it will need extreme

Personal, Local and General Notes. F. P. Sargent, grand master of the Brotherhood of Locomotive Firemen, is on the line of the Northern Pacific in the interests

neasures to win in the end.

Now that the pay-rolls of the trainmen on the Big Four have been adjusted it is shown that their pay is an advance of just 13 per cent. over the old basis.

The Louisville, New Albany & Chicago as moved for a new trial in the Miller case. where the Clinton county Circuit Court brought in a verdict against the company

D. T. McCabe and James Hill, of the Pennsylvania freight department, remained over yesterday to confer with officials of the lines at this point as to business, which is just new considerably off.

An Eastern statistician estimates the loss to the railroads of this country due to com-petition to be annually \$200,000,000. If this be the case the business public reaps the benefit and leaves no grounds for abusing the railroads or legislating for lower rates. General passenger agent Hoover, of the Denver and Rio Grande road, is making an extended Eastern trip. This is a road which makes but little noise in the world, but its passenger business is increasing more rapidly than that of any other road

The citizens of Seilersburg, on the Louis-ville division of the Pennsylvania lines, have become tired of a box car for a station and are urging the company to build a respectable depot there, one which they deserve when the business Sellersburg gives

Harry Crawford, jr., has taken the general superintendency of the Indiana Midland road for the present, and will make Anderson his headquarters. It is possible that some litigation will come out of the discharge of William H. Hartman, the late general superintendent.

The purchasing department of the B our has cut down its expenses the first three months of this year nearly \$99,000, as shown by the official figures. This has been done with an increase of 33 per cent. in mileage, and it is claimed that the property has been fully maintained.

There was considerable merriment in the circles of train officials yesterday over the discovery that the Big Four had been using spotters on their trains where a few months ago they put on ticket-collectors to relieve the conductors of the work of collecting tickets and cash fares. Harry Crawford, sr., has been

York for several days endeavoring to arrange to raise money to lift the Indiana Midland out of its financial troubles, and complete it to Brazil, Ind. Eastern capitalists have sent E. O. Rand out here to look the property over and report as to the advisability of loaning money on the road. Under the advance in cattle rates, which took effect Monday last, the rate from Indianapolis to Buffalo is 1512 cents per 100 pounds; to Baltimore, 23 cents; to Philadelphia, 24 cents; to New York or Boston, 26 cents. At these rates there is little money to the road, so much more expensive is the running of live-stock trains than ordinary freight trains.

Channey M. Depew, Cornelius Vander-bilt and party spent yesterday at Denver, Col., in driving about the city and visiting the smelters. Neither of the gentlemen would consent to an interview, simply saying they were out on a ten days' trip to inspect the various railroads having connection with the Vanderbilt system. They left at night for St. Louis.

The Michigan Central some years ago adopted the plan of providing for its employes who got crippled in service and who are afterwards able to do light work. The engine which hauls the pay car is run by an engineer with one leg, and the conductor of the train has but one arm. Easy and pleasant jobs are selected where it can be consistently done, and it is highly appreciated

by the employes. The annual convention of the National Association of Railway Surgeons will occur at Buffalo on April 30. It is expected that at this convention some important action will be taken with a view of an improvement in the relations between the profession and the railway companies. It is expected that some two hundred delegates will be in attendance, and that they will be in session for two or three days.

M. E. Ingalls, president of the Big Four, and William N. Greene, general manager, were in the city for a few hours yesterday. and left on the night train for St. Louis, where they will to-day meet Cornelius Van-derbilt, Chauncey M. Depew and J. D. Laying, and look over the company's terminals at that point, and possibly take some action as regards the Big Four using to

some extent the new St. Louis bridge. A committee appointed by the Train-dispatchers' Association of America was in session at Chicago yesterday, considering the Linn convention code of rules for the movement of trains by telegraph. After going over the rules carefully the committee will draw up a report recommending whatever changes it may decide upon. The report will be submitted to the next convention of the association, to be held at

It is stated on seemingly good authority that within a short time W. H. Thomas, superintendent of motive power of the East Tennessee, Virginia & Georgia road, will resign and will be succeeded by Ross Kells,

their own. Some improvements are to be introduced in the new engines which will

require a change in some of the patterns. R. J. Gross, general agent of the Brooks locomotive-works, Dunkirk, N. Y., is in the city. He has just closed a contract to build six large mogul-type engines and three switching engines for the Cincinnati, Hamilton & Dayton company. The mogul engines will have 18 by 24 inch cylinders, and the switching engines 17 by 24 inch cylin-ders and the Bellepaire boilers. Mr. Gross states that the works are now full of orders and working 1,231 men full time.

A large force of men and construction trains have been put at work on the Ben-ton Harbor & Louisville line between Rushville and North Veruon. This portion of the road was not in condition to run trains over twenty miles an hour, but it is now to be placed in good condition. The work is being done under the supervision of General Manager Ramsey, of the Cincinnati, Wabash & Michigan. Mr. Ramsey states that the new extension of the C., W. & M. from Anderson to Rushville is in good condition, and will admit of running trains over it at a speed of forty miles an hour without danger.

The last three months about one-half of the car-works in this country have been shut down so light was the demand for cars, but a reaction is setting in, and it is believed that should the crop prospects be as good thirty days from now as at present the demand for cars will be so great that most, if not all, of the car-works will resume operations. Unfortunately, says a car-works man, work has been so scarce that the establishments which have kept in operation have gotten prices so low that there is little, if any, money in building them, but with an increased demand prices will adjust themselves, he thinks.

The C., H. & D. and the Monon, the Pennsylvania lines and the Big Four now have their fast trains scheduled to make the run from Cincinnati to Chicago in nine hours and fifteen minutes. With the taking effect and lifteen minutes. With the taking effect of the summer schedule this time will be reduced fifteen minutes. Between Indianapolis and Chicago the Monon makes the run in five hours and forty-five minutes, the Big Four five hours and fifty minutes. and the Pennsylvania in five hours and fifty-five minutes. It is highly probable that, with the taking effect of the summer time table all will make common time and time-table, all will make common time, and cover the distance between Indianapolis and Chicago in five hours and thirty min-ntes. The track of either of the lines will justify making such speed safely.

The Intercontinental Railway Commission met in Washington yesterday and adjourned until the first of February, 1892. The business of the commission is practically finished and this recess was taken to await the reports of the parties now in the field making the survey. Ex-Senator Davis, of the commission, says the project is progressing satisfactorily. "Two civilian parties," he says, "and one military crowd, have gone to the southland. Everything looks propitious and we are hoping for speedy success. There is nothing dubious in the manner of the Central and South American governments. Many of them are enthusiastic; all have been encouraging. You see they want this railroad as much as we do, so they are giving us all the possible assistance. Parties of civil engineers will accompany our parties from point to point.'

RATIONS AT CAMP MORTON.

Commissary of Subsistence Pope Says Those Issued for the Prisoners Were Abundant.

to the Editor of the Indianapous Journal: President Lincoln commissioned me in May, 1863, commissary of subsistence, which reached me in the rear of Vicksburg. The order accompanying was to report to General Rosecrans. In the latter part of July following I was assigned as commissary of subsistence of Jeff C. Davis's division during the Chattanooga campaign, after the reorganization of the army. During the siege of Chattanooga I was commissary of subsistence of the First Division of the Fourth Army Corps.
I continued with the Army of the Cumberland until February, 1864. [See my monthly returns on file in Washington.] In the Atlanta campaign I had the First Division of the Twenty-third Army Corps. After the capture of Atlanta I was ordered by the Secretary of War, in 1864, to Indianapolis to relieve Capt. Thomas Foster, commissary of subsistence, in charge of the district of Indiana. I was disbursing, purchasing and issuing commissary for the district of Indiana to the close of the war and some months thereafter (see monthly returns on file in Washington), and resigned Dec. 31,

My purchases were made through public advertisement every sixty days. The supplies bought were not surpassed in quality anywhere. Bacon, ham, pork and all salt meats came from Ferguson & Mansur, the well-known packers; flour from the City Mills (Indianapolis). The issues of flour reached one hundred barrels a day, which was made up into one-pound loaves of soft bread, unsurpassed in quality by any private family or public bakery. Samples of the baking were sent to my office daily. The bakery was within the inclosure where the prisoners were confined, and was under charge of the State authorities, and to General Stone, who was directly in charge, there was paid by me from \$6,000 to \$8,000 every month for and on account of the "savings" on flour alone. This money was expended for supplies not furnished by the chased were issued to the rebel prisoners as well as to the Union forces, including the guards. My issues in February were 400,000 rations. The rebel prisoners re-ceived better supplies than our own sol-diers, owing to the fact that almost daily their "friends" were bearers of large hampers of provisions, etc., not embraced in our purchases or furnished by the gov-ernment, and these baskets of supplies were delivered to them. The only complaints ever reaching my ears came from our own soldiers in not receiving "outside

Dr. Wyeth bears heavily upon the drawing of supplies from "swill" tubs. All I have to say in reference to this is, they had food in abundance and there was no necessity at any time to go to "swill barrels;" if their food was good taken from "swill" tubs, how much better would it have been if cared for and not thrown into the "swill" tubs. Full rations of salt-meat or fresh beef, bread, beans, rice, hominy, coffee, tea, sugar, salt, vinegar, molasses, etc., were issued daily. The best quality of fresh beef was issued every other day, and it is a wellknown fact that the "poor, emanciated" rebel prisoners left Camp Morton fat and in good condition. I was in this camp many times, and can testify to what I saw: there was no complaint of want of food These quarters were occupied by the Eleventh Indiana Volunteers in 1861, and other Union soldiers until displaced by prisoners of war. There were immense sugar cauldrons into which the best quality of fresh beef by quarters was cut up and placed, making soup by the 1,000 gallons. Potatoes by the car-load were purchased and issued. Starvation! fudge!

We were not to blame on account their

nakededness, emaciation and sick condition saw the prisoners at Fort Donelson; o course they were muddy; mud, and slush, and snow, and ice abounded. They were not as properly clad or cared for there by their own comrades as they were at Camp Morton. There is no question about that. But to charge inhumanity upon our people is an infamous outrage. But, alas! there are unrepentant rebels now living to whom our starry flag is an insult, and we may expect these damnable charges from them.

'Tis well to forgive the repented past; God giving us grace, we may: But never while loyalty true shall last Can we love the unrepentant Gray. Late Captain and C. S. Volunteers.

INDIANAPOLIS, April 22. Advent of the Freak Story Season.

The "strange wild animal" season has arrived, and the weekly newspapers report many invasions. For instance, the people in one neighborhood of Walker county are excited over the appearance of a wild beast that goes howling through the settlement at night; a strange animal is terrorizing the people near Empire; Hephzibah has its wild monsters; an unknown terrible animal has been roaming through the streets of Smithville after dark, devouring cats and

CULLINGS FROM THE COURTS.

Werdict for the Co-Defendant in the Nye Life-Insurance Case. The suit of Nancy J. Nye against the Ancient Order of United Workmen and Joseph H. Clark, in Judge Harper's court, resulted, vesterday, in a verdict under the law for the defendants. The issue was to decide whether the plaintiff, widow of the policyholder, or the co-defendant, Clark, is entitled to the insurance of \$2,000, this amount having been paid into court by the company. The testimony showed that the Nye assigned the policy to Clark as security for a loan of \$300, Clark agreeing to keep the premiums paid, and to re-assign it whenever Nye was able to pay back the loan, premiums advanced and interest. Just as Nye accumulated money enough to do this he died, and Clark claimed the entire proceeds of the policy. He had paid in all, it is said, less than \$600. and the widow maintained that this amount was only a loan, which she was ready and able to pay back, with proper in-terest. The court instructed the jury that the law clearly makes the policy the prop-erty of Clark, and that the verdict must be rendered accordingly. The instructions were therefore obeyed by the jury without leaving their seats. A motion for a new trial was filed immediately. Tommy Miller Lectured by the Court.

The cases of provoke brought in 'Squire Feibleman's court by Tommy Miller, the ex-pugilist, against his wife's brother, John Lee, and her brother-in-law, Thomas Greenstead, were tried yesterday, and the defendants were acquitted, the court taking the opportunity to give the relator a sound lecture for moral obtuseness. Miller afterward said he didnot object to the finding of the court, but didn't relish the justice's strictness. The case grew out of the arrest of Miller Saturday last for assault and bat-tery on his wife, the above defendants being the relators in that case. Miller was fined \$1 and costs, the court listening to the pitiful plea of the assaulted wife and reducing his fine as first intended from \$10. The wife took the blame upon herself, saying her husband had given his consent for her to attend a ball at Mænnercher Hall, but she stayed so late, she said, he had to send for her. She resented the interferice of her kinsmen and insisted that sh kept her head tied up all day after the assault, as the result of a push.

A Peculiar Contract. The jury in Judge Walker's court, in the case of Hannah Martens vs. Christopher Wempner, a farmer of Decatur county, yesterday returned a verdict of \$624 for the plaintiff. The evidence showed that in 1882 the defendant agreed with the plaintiff, who was then sixty years of age, to give her a home, all necessary clothing, food and attention, and twentyfive cents a month for life, in consideration of her services as housekeeper. In February of 1890, the plaintiff fell and broke her leg, and was confined to her bed for thirteen weeks, and was disabled from further service. In this period of sickness the defendant induced her to sign a release of contract, and was about to take her to the poor-house, when relatives learned of the purpose and themselves took charge of her. Suit was brought against Wempner for damages for breach of contract, resulting as above noted.

His Apology Came Too Late. Mrs. Nellie Stuart yesterday filed a civil suit in 'Squire Feibleman's court for possession of two rooms in her house, No. 74 West Market street, occupied by William M. Ginwitts, the relator in a recent criminal libel suit against A. E. Winter, in which the former figured as "Provisional Head Consul of the Woodmen of the World." When the process was served on him by the constable at noon, yesterday, he approached Mrs. Stuart and used both violence and exceedingly offensive language, she says, in venting his anger upon her. She then sought the office of 'Squire Feibleman again and, while filing warrants for his arrest on the charges of assault and bat-tery and profanity, Ginwitts appeared and offered an apology. The lady, however, refused to be mollified, and Ginwitts was at once arrested and gave bond for his ap-

Says the Deeds Were Forged. Another case of alleged real-estate chicanery came to the surface yesterday in the filing of a suit in the Circuit Court, by Isaac H. Odell against Garnett A. Clement, Frank E. Johnston, John C. Parr, George J. Ackermann and George T. Kepler, of Wayne county. The plaintiff alleges that he is the owner of certain property in this city and in North Indianapolis upon which the defendants hold some claim by reason of certain deeds on record in the recorder's office; but the said deeds are claimed to be false, forged and fraudulent, never having been conveyed, at any time, to the pre-tending owners. The plaintiff asks that the deeds be set aside and his title quieted.

Probate Matters. Richard S. Terrell yesterday qualified as administrator of the estate of Warren D. Reed, with bond of \$100, Isaac M. Heims took out letters of administration on the estate of Morris Heims, giving a bond of \$14,000. Joseph V. McKernan resigned as administrator of Edmonia G. McKernan, and was succeeded by W. H. A. Hale, with bond of \$1,000. Louisa N. Dammeyer was appointed executrix of the estate of Anton F. Dammeyer; bond, \$1,600.

Bitten by Dogs \$100 Worth. Samuel C. Trittipo yesterday petitioned the Circuit Court for an award of \$100 damages against John Rauh. He alleges in his complaint that having sold the defendant a quantity of corn, and having entered his premises to inquire where he should unload the corn, he was attacked by two vicious and dangerous dogs kept by the defendant, and seriously lacerated about the lower

The Jury Visits the Scene. The jury in the case of Martha M. Brown vs. Citizens' Street-railroad Company for \$5,000 damages, in progress in the Circuit Court, was taken to the scene of the memorable accident yesterday afternoon in charge of the bailiff. The attorneys for both sides accompanied and assisted in explaining to the jury the situation as they severally view it.

Damage Suit for \$1,000. Margaret Martin brought action for \$1,000 damages in the Superior Court, vesterday, against the J. A. Everett Seed Company whose place of business is No. 141 West Washington street. The complaint alleges that the defendant obstructed the sidewalk causing the plaintiff to fall, and resulting in serious and permanent injury

Must Explain to the Court. James R. Bray was yesterday arrested by Deputy Sheriff Hamilton on a capias from Judge Harper. The court set this afternoon for his explanation of why he had failed, as ordered, to pay \$50 into court, for his wife's expenses in defending the divorce suit pending against her.

The Court Record. DECISIONS OF SUPREME COURT. No. 15027. Othniel Johnson, Trustee, vs. Othniel Johnson et al. Fayette C. C. Affirmed, Coffey, J.—1. A devise to two or more persons simply makes the devisees joint tenants, and this is true whether the devise be made to a trustee or otherwise.

2. Property held by two or more persons as joint tenants does not go to the survivor unless it is so expressly stipulated in the instrument creating the estate. No. 15986. The Gammon Theological Seminary vs. James O. Robbins et al. Henry C. C. Affirmed. Olds, C. J.-1. To constitute a valid gift inter vivos, there must be a delivery of the article during the Smithville after dark, devouring cats and dogs; and so it goes. And it is remarkable that more strange birds have been killed in Georgia this season than ever before in defect in the future is void. 2. While a de-

livery be as complete as the thing and the circumstances of the parties will permit.

3. A declaration in writing that "I give to the trustees," etc., "the principal of a note for \$700, said sum of \$700 to be given in trust to the said trustees when the said note falls due on the 4th day of August, 1890, and to be by them invested according to their best judgment," constitutes a more agreement to give a sum in the fut. mere agreement to give a sum in the future. 4. The writing having no considera-tion to support it, cannot be enforced against the donor's estate.

SUPERIOR COURT. Rccm 1-Hon. Napoleon B. Taylor, Judge. Sarah Solomon vs. Dominico Montani; damages. Judgment on demutrer for de-Mary Burnett vs. Hervey Bates, jr., et al.; damages. On trial by jury. Albert R. Bake et al. vs. Charles W. Atinson; note. Dismissed.

Boom 2-Hon. James W. Harper, Judge. George K. Schofield vs. John S. Crump et al.; foreclosure. Dismissed.
Nancy Z. Nye vs. Grand Lodge Ancient Order of United Workmen et al. Jury returned verdict for defendant, Joseph H. Clark, assignee of policy, the money having been paid into court.

Room 3--Hon. Lewis C. Walker, Judge. Hannah Martens vs. Christian Wempner; contract. Verdict for \$624. Calvin Loucks va. W. A. Reading. Judgment on note for \$175. New Suits Piled.

Margaret Martin vs. J. A. Everett Seed Company; damages. Demand, \$3,000. Patrick C. Leary vs. Michael Lawless; note and judgment. Demand, \$200. The Capital National Bank of Indianapo-lis vs. The E. C. Andrews Company; note. Demand, \$90.

David M. Jackson vs. Maggie H. Jackson; divorce. Abandonment.

Rebecca Thompson vs. George W. Thompson; divorce and custody of children. Failure to provide.

CRIMINAL COURT. Hon. Millard F. Cox. Judge. State vs. Harry Doins and Frank Hall; car-breaking. Acquitted by court.
State vs. Noah Baney. Evidence concluded and taken under advisement. State vs. Charles Bailey; petit larceny. On trial by court.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Martha M. Brown vs. Citizens' Street-railroad Company; damages. Demand, \$500. On trial by jury.

New Suits Filed. Isaac H. Odell vs. Garnett A. Clermont, rank E. Johnson, John C. Parr, George J. Ackerman and George T. Kepler, of Wayne county; to cancel forged deeds and to quiet Samuel Trittipo vs. John Raub; damage

OLDEST NATIVE INDIANIAN.

The Distinction Is Now Claimed for John Cotton and for Mrs. Eleanor Embree.

To the Editor of the Indianapolis Journal: My grandfather, John F. Cotton, was born on Indian creek, Switzerland county. Indiana, in November, 1803, and is now livsame county, within three miles of where he was born, and, like Mr. Robert son, has voted in the same township ever since he was a voter, and has voted the Republican ticket ever since there was one. He is hale and hearty, and bravely withstood an attack of la grippe last winter. He flatboated to New Orleans in antebellum days, when he gained a reasonable competence, and his tales of adventure with the Indians when he was a boy, and afterwards, as a, flatboatman on the Mis sissippi, are very entertaining.

Madison, Ind., April 21. J. W. Tevis. To the Editor of the Indianapolis Journal:

Your correspondents have not yet dis-

covered the oldest living native-born In-

dianian. Unless a better record can pe pro-

duced, she resides at Princeton, Gibson

county, in the person of Mrs. Eleanor Embree, widow of the late Judge Elisha Embree, who, as a Whig, represented the First Indiana district in the Congress of which Abraham Lincoln and E. B. Washburne were members from Illinois. Mrs. Embree was born on the 31st day of December, 1803, near the present site of Hazelton, in the northern part of Gibson county, and she has never resided outside of the limits of that county. Her fat her was Hon. David Robb, who commanded a company at the battle of Tippecanoe, and who held the land office at LaPorte during the reign of Jackson, and was a member of the constitutional convention of 1816. Mrs. Empree is in excellent health, and possesses the mental vigor of a person forty years her junior. Her recollections of early prominent men are numerous and vivid. William Henry Harrison and his sons, Governors Posey, Hurst and Sullivan, and Gen. W. Johnston are among those who were familiar to ber childhood, and some of her stories concerning them are amusing and illustrative of the early times. Her account of the labors of Hurst and Sullivan, one of whom was exceedingly corpulent, climbing the ladder to the loft of her father's cabin to retire for the night, and the anxiety of the chil-dren lest they should be fallen upon, is graphic and interesting. Symmes Harrison called once while the female portion of the family was shut up in the barn picking the reese. Her father's cabin was eighteen feet square, with one window and two doors. The chimney was of sticks and mud. Once, when she was a very little girl, her father and mother went upon a visit to some friends on Black river, some thirty miles away, and left the house and children in care of a lady named Betsey Bruner. Betsey and the children were at dinner, when, looking out, they saw Gen. Harrison coming on horseback. Betsey sprang from the table, exclaiming, "Lord God! there comes old Harrison!" and immediately hypried the children from the table. distely hurried the children from the table and removed every vestige of the meal.
By the time the General got into the house all were sitting quietly about the fire-place, Betsey believing she had put the fact of dinner beyond discovery; but the future President was hungry, and he had scarcely sat down by the fire before he discovered a forgotten hoe-cake quietly baking on an oven-lid. This gave him an opening; he demanded his dinner and got it. He was a more experienced general than Mrs. Bruner. Mrs. Embree says she thinks she remembers the incident more particularly because of the peculiar language in which the approach of General Harrison was announced. It was rather stronger than she had been used to hear-PRINCETON, Ind., April 21.

The President's Galveston Speech. New York Mail and Express. He has opened the way for other Republican leaders to talk in the Southeast as he has talked, and for opening the eyes of the people in that section to the folly of the reactionist policy that would, if enacted in laws repealing the tariff, reciprocity and postal bounties legislation, be a blow at all the honest enterprises and interests of that section as effectual and damaging as though the most destructive cyclones and fires and floods had devastated it from the Potomac to the Rio

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